EDITORS PAGE

It has been a year now since fire destroyed the museum building up at Fort Klamath. In this issue of the Trumpeter, Judith Hassen brings us up to date on developments that have already taken place at the museum's Fort Klamath site, and what to look forward to in the future. You may be surprised at how much has already been accomplished or you might be overwhelmed by what remains to be done. The good news is that the museum at Fort Klamath is alive and well. Great projects don't just happen, people make them happen and I say a big thank you to all of those who have been involved in the restoration of the museum at Fort Klamath.

In another article, we look back at the presidential campaign of 1940, and smile at what some cities will do to gain a little publicity. Why would anyone want to hang 75 deer carcasses on a scaffolding? Perhaps you remember that event. You may even be one of those who brought their buck down to the depot that day, to be put on display. This too, is part of our history.

Officers Quarters at Fort Klamath.
FORT KLAMATH MUSEUM IS BEING REBUILT

By Judith Hassen

One year after the fire that destroyed the Fort Klamath Museum on October 16, 2001, the Fort Klamath Museum building is being rebuilt. The new museum building will be a replica of the guardhouse seen in the photographs on pages 36, 60 (top), and 84 (top) of OLD FORT KLAMATH: An Oregon Frontier Post 1863-1890 by Buena Cobb Stone, Copyright, Klamath County Historical Society 1990. This building is listed in the 1870 Post Returns (quoted on page 38 of Stone's book) as item number "8. Guard house 40 by 40 feet, of six by six sawed timbers." A subsequent inventory of buildings from 1885 (on pages 66, 67 and 69 of Stone's book) lists a "Guard House, log, 32 by 32 feet."

Our previous museum was built as a replica of that guardhouse. The decision to build the new museum as the 40 by 40 feet building is based on the photographs listed above and the Clements photograph from the article in the 1965 Herald and News which all show the plank structure in the same location as the past museum building. The new museum is being placed over the "footprint" of the old museum. This decision was reached after two public meetings with the citizens of the town of Fort Klamath who are considered to be major stakeholders in the development of the military post and after repeated
dialogues with the Klamath County Museum Advisory Board. This information was also brought to the Klamath County Historical Society for discussion. Ultimately, however, the decision rested in the hands of the Klamath County Board of Commissioners and more specifically, the liaison commissioner to the museum: Al Switzer. We wish to express our thanks to Mr. Switzer for his active participation and support.

The Cascade Civil War Society also supports the rebuilding of the museum. The Fort Klamath military post has been the site of their historic re-enactments for several years now. They have actively supported the museum in the past, building fence and providing labor for various projects. They supplied much of the labor force in the cleaning of the burn site during which we hauled 17 pickup loads of debris (burned timbers and toilets and the old pressure tank and hot water heater) to the dump.

Their status as a nonprofit organization allows them to apply for grants to assist in the building of Fort Klamath. And not just the museum, there is tremendous support for the idea of building a functioning blacksmith's shop at Fort Klamath. The Cascade Civil War Society has listed among Fort Klamath's future needs the rebuilding of the post's hospital.

When we took the rebuilding project to the citizens of Fort Klamath, much interest was exhibited in telling the story of the Wood River Valley, whose lush grasses were a big reason for putting the fort there in the first place, and creating the 3,135 acre hay reserve that was connected to the 1,050.24 acre military reserve. There have been offers of donations of antique haying equipment such as buck rakes and the poles and pulley system used to make those giant stacks of hay.

Haystacks at old Fort Klamath.
Kevin Fields was hired as the county staff member at the Fort Klamath Museum for the summer of 2002. As "Captain William Kelly and C Troop of the First Oregon Volunteer Cavalry was sent to construct and garrison the post as planned by Colonel Drew." So too was Kevin sent to construct and garrison the post for this summer of the Centennial of Crater Lake. He put up tents and he wore his uniform (his own personal uniform as he is a re-enactor also) and he took our visitors on a guided walking tour of the post. He showed them where the buildings were, where the hay reserve was, where the parade grounds were (and are). He helped them build the military post in their imaginations and then he showed them pictures. The response to Kevin's Fort Klamath re-enactment has resulted in a file entitled "Kevin's Praises." People from around the world have called and written to say how impressed they are with the Fort Klamath Military Post. Kevin Fields has raised the bar on the staffing of Fort Klamath and moved us into the realm of "Living History." He showed the visitors artifacts and he told them stories of life in the 1860's through the nearly 30-year history of the post. He also investigated local sources and has located some remaining structures from the post itself. Thank you, Kevin!

We are applying for grants through the Klamath County Economic Development Association because the development of the military post as a living history exhibit and a place to experience the life
styles of the 19th century frontier offers a special opportunity to the visitor. And that offers a special opportunity to the community and to the county to invest in our own history and to reap the benefits of increased awareness of that history. Visitors to Fort Vancouver, or Fort Hall, or Fort Tejon, do not simply come across the forts in their travels, they seek them as their intended destinations. People will come to visit Fort Klamath “the most beautiful military post in the west.”

The first step in the process of rebuilding the museum was to quantify the loss; an accurate inventory was necessary for insurance purposes, as was an estimate of the values of the losses. Northland Insurance Company issued checks of $108,464. for the replacement of the building and $44,674. for the contents. The amount of insurance money for the building itself is derived from a formula based on the size of the building that is then reduced by depreciation according to the age of the building. The amount of insurance money for the contents was based on appraised values for the contents. The chair in which Captain Jack sat during his trial was valued at $8,500. The wagon outside was valued at $5,000. The most valuable items were those that are irreplaceable: the bureau and the officer’s desk and the hospital table built at Fort Klamath and used at Fort Klamath cannot be replaced.

Also included in the content’s insurance
are items that may be replaced. An additional amount of insurance money may be collected if these items are actually replaced. These items include the models: the large diorama of the entire post and the individual buildings of the officer's quarters, the hospital and the gazebo. The insurance money collected thus far on these items represents only a portion of their value. Additional insurance money is available upon receipt of bills incurred in the actual replacement of the models. If you are a model builder or someone you know is a model builder who would be interested in submitting a bid on one or more of the models, please contact the Klamath County Museum. Other items that can be replaced include display cases, tables, desks, office equipment, and office and cleaning supplies.

After plans were drawn by Architect James Matteson (a service donated by Mr. Matteson-Thank you, Mr. Matteson.), the Board of Commissioners approved an "Invitation to Bid" for the building of the museum and bids were opened on August 6, 2002. There was a major problem: the bids were higher than the amount of insurance money for the replacement of the building. One of the reasons for this is the new museum is larger than the old one: 1600 square feet instead of 1024 square feet. Another is the depreciation on a thirty-year-old building. Yet another is the modern building code that our new museum must meet in order to be a "public building."

The apparent low bidder, Bogatay Construction, did everything possible to make this project possible. Tom Derrah introduced "value engineering," which reduces cost without compromising quality. The foundation was changed to a monolithic slab, saving dollars. The
building was lowered removing the necessity of handrails. The roofing material was replaced with a type of equal longevity, but less cost. There were many other variations, but the biggest element was the donation of nearly $25,000 in labor by Bogatay Construction! Thank you, Bogatay Construction.

Still, there was a huge gap between the bid and the amount of money available. In order to span a portion of this gap, insurance money from the content’s category that could not be replaced was moved into the building category. Then the building plan itself was stripped of everything that could be added later by non-construction personnel. This included the interior doors, the sheet rock, the fixtures in the bathrooms, the light fixtures, the heating system, the flooring, and the painting of the exterior of the building.

And this is where things stand today. Bogatay Construction is building a stripped-down shell of a museum. All finishing items will have to be supplied by volunteer labor and fund raising efforts to buy sheet rock, doors, and light and bathroom fixtures. It is going to take the support of everyone who backs the Fort Klamath Museum to complete this project. A special dedicated fund has been created in the County Finance department for donations to the building of Fort Klamath. Please give us your help, your advice, your labor, and especially any historically important artifacts that will help portray the spirit of Fort Klamath.

Guardhouse at old Fort Klamath.
JAIL AT FORT KLAMATH — This view of the old jailhouse at Fort Klamath, which held Captain Jack and his cohorts, was taken in the 1890s by E. C. Clement, then postal inspector. The building had already commenced to fall to ruins when this picture was taken, and has since completely disappeared. Clement was visiting this area.
Once again this November Americans will go through the time honored process of electing those who will represent us in Washington D. C. This being an off year election we will not be voting for a president and voter turnout is expected to be low. Apathy on the part of voters has been attributed to a number of factors, not the least of which is the loss of a personal link between the candidates and the electorate.

Someone has described the election of an American president as the greatest show on earth. I'm not sure it is the greatest, but it is definitely a show. Presidential campaigning lost a lot of its glamour when the candidates switched from trains to television and airplanes to reach the voter. The change was inevitable, but it came at great cost. What could have been more typically American, than a good old fashioned whistle-stop campaign?

When we speak of a whistle-stop tour most of us immediately think of Harry Truman, who used this method to such great advantage in 1948, when he traveled over 30,000 miles by train in his whistle-stop campaign and won an election that everyone said was impossible. The presidential car Magellan, which brought up the rear of his 17 car train, was equipped with bullet proof
glass and armor plating. With a gross weight of 285,000 pounds, the car was so heavy it outweighed some of the locomotives that pulled the train.

I have never forgotten the excitement of going down to the depot in the small town where we lived, in hopes of catching a glimpse of President Truman when his special train passed through. We got more than we bargained for, when the presidential train stopped and the old campaigner stepped out on the rear platform of the presidential car *Magellan* to chat with the crowd who had gathered at the station. Such a thing would be unthinkable in the age in which we live.

The nation's railroads went to great lengths to see that the presidential train moved over their lines without a glitch, and breathed a great sigh of relief when the train was safely delivered to the next railroad.

Freight trains were put away in side tracks and switches spiked, hours before the passage of the president's train. The Presidential Special was nearly always preceded by a pilot train to absorb any disaster that might have been intended for the president. On busy railroads the special train was often allowed to follow close on the heels of a regularly scheduled passenger train. I wonder how the passengers on these preceding trains would have felt had they known they were running interference for the president and that they were considered expendable. On remote, single track railroads, a special train or light engine usually preceded the president's train by 15 or 20 minutes. The railroads used the acronym, POTUS (President of the United States) in all correspondence pertaining to the president's train.

Seniority rights for train and engine crews were set aside when selecting
a crew for one of these special trains and the crew was hand picked by officials of the railroad. To be chosen as an engineer or conductor for such a train was a great honor, but the job also carried with it a great responsibility. Woe to the poor engineer who shook up the dignitaries riding in the special car at the rear of the train. Governor Dewey stirred up a hornets nest when the engineer on his special train, who just happened to be a Democrat, made a rough stop at Beaucou, Illinois and the ever attendant newsmen gleefully quoted the governor as saying, "That engineer ought to be shot."

Not only did a whistle stop tour give residents of the small towns along the line an opportunity to see and hear the candidate from close up, it also provided an opportunity for these communities to put on their own show in an attempt to impress the candidate. Many of the towns along the route came up with novel ways to insure that the future president would not forget their town when he got back to Washington D. C. One would be hard pressed to find a more bazaar display than that put on by the citizens of Klamath Falls when presidential candidate Wendel Willkie's train passed through in 1940.

Since the candidate's visit coincided with the opening of deer season, R. E. Wright came up with the idea of displaying the carcasses of all the deer killed in the area on the first two days of the season in a grand display. Wright said, "The display should prove so unusual that it will receive the attention of the press and newsreel cameramen and be given nation-wide publicity." The promoters of the scheme went to great lengths to erect a large scaffold near the station on which to display the slaughtered animals and hunters who were lucky enough to get a buck on the opening day were urged to bring their buck down to be part of the grand display. The plan was endorsed by the Chamber of Commerce and the Klamath Sportsman's Association and hunter response was more than enthusiastic with a total of 125 deer carcasses brought down to the depot to be part of the grand display. You're talking a lot of weight when you gather 125 deer in one place and although Wright had hoped to display as many as 200 carcasses, by the time they had hoisted 75 deer on the scaffold promoters chickened out and added no more lest the scaffold be overloaded and come tumbling down on the crowd.

When Willkie's train pulled slowly into the station that Sunday morning there were more than 5,000 people on hand to greet him. Among those welcoming the candidate to Oregon was Governor Charles A. Sprague who in spite of the secret service men, climbed up over the platform railing to shake the candidate's hand, and Mrs. Charles L. McNary, wife of the Republican Vice Presidential candidate. Mrs. McNary was a little more restrained, allowing Willkie to lean down over the railing to shake her hand. Willkie thanked the people for their warm response and then told them that he would not be making a political speech,
because it was Sunday and he didn’t think it would be proper. He was so caught up in the spirit of the occasion that he failed to notice the large deer display until it was pointed out to him by Governor Sprague. It did not appear to make much of an impression on him for after taking a brief look and mumbling a few words he turned back to the crowd. Later, Henry Anderson presented the candidate with a wooden box of large Klamath baking potatoes and Twyla Ferguson brought a box of home made wild plum preserves.

It is doubtful if Willkie gave much thought to either Klamath Falls or the magnificent deer display when he got back to Washington, but little matter. He was roundly defeated in the November election by incumbent, Franklin D. Roosevelt who was elected for an unprecedented third term. Let’s hope unsuccessful candidate had kind thoughts of Klamath Falls as he enjoyed the spuds and jam. He didn’t have much else to celebrate.

Klamath County Museum’s “Winter in Klamath”

The Klamath County Museum is showing wonderful historic and modern photographs of winter here in Klamath Falls. There will be antique sleds (including a 1905 cutter sleigh), skis, snowshoes and other winter sports equipment on display. The Klamath County Museum, at 1451 Main Street, is open Tuesday through Saturday, 9:00 a.m. to 5:00 p.m. and Thursday, Dec. 5th from 6:00 p.m. to 8:00 p.m. so that exhibit and other facilities are available at Snowflake Parade time.

Baldwin Hotel Museum’s Antique Toy Show

The Baldwin Hotel Museum is having an Antique Toy Show during the Snow Flake Festival. Antique dolls, dollhouses, games and other toys will surprise and delight the visitor this holiday season. The Baldwin Hotel Museum, at 31 Main Street, will be open Tuesday, December 3 through Saturday, Dec. 7, 2002 10:00 a.m. to 4:00 p.m. Admission is by donation. If you have toys you would like to exhibit, please call the museum at 541-883-4208.
DOWN TOWN K L A M A T H F A L L S H I S T O R I C D I S T R I C T

How do you feel about the formation of a Downtown Historic District in Klamath Falls? The city staff and the Downtown Urban Redevelopment Advisory Board are asking for your feedback and opinions.

Perhaps you have questions about some of the aspects of the proposal, or would simply like to have more information. You may think it would be a great honor and a good idea or have some concerns about some of the implications. Please take a minute to telephone or write a note making known what is on your mind. Comments and questions may be directed to:

Dan Masi
Urban Renewal Assistant
masi@ci.klamath-falls.or.us

David Voss
Associate Planner
voss@ci.klamath-falls.or.us

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Klamath Falls, OR 97601
(541) 883-5361

WHAT IS REQUIRED FOR DOCUMENTING A HISTORIC DISTRICT?

HOW IS THE DISTRICT designat ed in the National Register of Historic Places?

WHAT ARE THE IMPLICATIONS OF HISTORIC DISTRICT DESIGNATION?

For more information on Historic Districts, contact:

Nancy Niederhofer
National Register Coordinator
Oregon State Historic Preservation Office
1115 Commercial St., N E Suite 2
Salem, OR 97301-1012
503-378-4168 Ext. 2

The City of Klamath Falls
PO Box 237
Klamath Falls, OR 97601
ATTN: Planning Dept.

HISTORIC DISTRICT QUESTIONNAIRE

Please fill this card out and drop it in the mail.

Name:
Address:
Telephone Number:
e-mail address:

(check all that apply)
- I support creation
- I have some concerns about the proposed historic district.
- I would like more information.
- (describe under comments)

Comments:

I am a (check all that apply)
- Downtown Property Owner
- Address of Property:

- Downtown Business Owner
- Address of Property:

These postcards are available at the Klamath County Museum.